



## Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer		2-2-15
CHAPTER 2	Signing	
SECTION 2	Regulatory Signs	
SUBJECT 15	NO TURNS (R3-3) Signs - Freeways	

In the early 1970s there was some special concern expressed about wrong-way movements on the freeway system. Some of the concern was being generated by the Federal Highway Administration, and some of it was local in nature. As a result, standardized signing practices were developed and implemented throughout the state on the freeway system. Along with some other extensive signing, NO TURNS signs were installed in the areas between the merging roadways at on-ramp on all freeways. These signs were intended to discourage illegal U-turns, whether made purposefully or by accident. There was subsequently some feedback from the State Patrol that the signing improvements were effective in reducing wrong-way movements.

Unfortunately, the NO TURNS signs in the merging area are in a rather vulnerable location and have no doubt suffered more than their share of knockdowns, thus incurring maintenance costs, and costs and damages to the public. Over the years, the public has come to understand and accept the restrictive nature of the freeway roadways, which make U-turns difficult.

Consequently, it has been determined that there is no longer a need for the sign, and it can be eliminated.

There *may* be some specific locations where the geometrics or conditions peculiar to the locations, or where an awareness of unusual driving habits, would seem to make the retention of these signs desirable. In these cases, the R3-3 sign *may* still be used. Consultation with the State Patrol or other enforcement agencies *may* be desirable in these instances.